CLAIMS

Although this Reply does not amend, cancel or add claims, Applicant provides a complete listing of all claims.

1. (Previously Presented) A method of operating a gas turbine engine for testing, comprising the steps of:

providing an aircraft on a tarmac, said aircraft having a gas turbine engine with an inlet;

selecting a power setting for said engine that is capable of producing a vortex between said inlet and said tarmac; and

placing an object between said inlet and said tarmac;

wherein airflow travels around said object to inhibit formation of said vortex.

2. (Cancelled)

3. (Previously Presented) The method of claim 1, wherein said placing step comprises removably placing said object between said inlet and said tarmac.

4. (Cancelled)

5. (Original) The method of claim 1, wherein said engine is located on a wing of said aircraft.

6. (Original) The method of claim 1, wherein said aircraft remains static on said tarmac while testing said engine.

7. (Original) The method of claim 1, wherein said power setting comprises up to a full power setting.

8. (Previously Presented) A method of preventing vortex formation, comprising the steps of:

providing an aircraft on a tarmac, said aircraft having a gas turbine engine with an inlet;

operating said engine;

determining whether said operating step is likely to produce a vortex between said inlet and said tarmac;

placing an object between said tarmac and said inlet should said determining step indicate a likelihood of said vortex, said object having a surface; and

directing airflow near said tarmac along said surface of said object towards said engine to inhibit vortex formation.

9. (Original) The method of claim 8, wherein said placing step comprises removably placing said object between said tarmac and said inlet.

10. (Original) The method of claim 8, wherein said engine is located on a wing of said aircraft.

11. (Original) The method of claim 8, wherein said operating step occurs while said aircraft remains static on said tarmac.

12. (Previously Presented) A method of operating a gas turbine engine mounted on an aircraft located on a tarmac at an elevated engine pressure ratio (EPR) greater than a threshold EPR, comprising the steps of:

placing an object between said tarmac and said engine to turn airflow near said tarmac towards said engine; and

operating said engine at said elevated EPR;

wherein, without said object, operating said engine at said threshold EPR would not create an inlet vortex, but operating said engine at said elevated EPR would create said inlet vortex.

13. (Original) The method of claim 12, wherein said placing step comprises removably placing said object between said tarmac and said engine.

14. (Original) The method of claim 12, wherein said engine is located on a wing of said aircraft.

15. (Original) The method of claim 12, wherein said operating step occurs while said aircraft remains static on said tarmac.

16. (Original) The method of claim 12, wherein said elevated EPR is up to a full power setting.

17. (Previously Presented) In a method of performing a test including a step of operating a gas turbine engine at an engine pressure ratio that typically requires removing said engine from an aircraft located on a tarmac and placing said engine on a test stand, wherein the improvement comprises positioning a movable object between said engine and said tarmac so that airflow travels around said object to allow said engine to remain on said aircraft for said test.

18. (Previously Presented) A suppressor for preventing a vortex between an inlet of a gas turbine engine on an aircraft and a tarmac, comprising:

a base facing said tarmac; and

an inclined surface extending in a direction from said tarmac towards said inlet at an angle to said base;

wherein airflow near said tarmac travels along said inclined surface towards said inlet so that said suppressor prevents formation of said vortex.

19. (Original) The suppressor of claim 18, wherein said angle is approximately 45°.

20. (Original) The suppressor of claim 18, wherein said suppressor is portable.

21. (Previously Presented) A suppressor for preventing a vortex between an inlet of a gas turbine engine on an aircraft and a tarmac, said engine having a centerline height (h) and said inlet having a diameter (D), the suppressor:

a base; and

an inclined surface extending from said base;

wherein said inclined surface has a height (w) ranging between approximately (2h-D)/8 and (2h-D)/4 to prevent formation of said vortex.

22. (Previously Presented) The suppressor of claim 21, wherein h/D is less than approximately 2.5.